

REMARKS

Claim 21 is canceled. Re rejection of claims 1-2 4-11 13 and 15-20 under 35.U.S.C.102e by Cramer (US.2003/0230443 A1); claims 3 and 14 under 35.U.S.C.103a by Cramer; and claim 12 under 35.U.S.C.102e or 35.U.S.C.103a over Cramer, Applicant respectfully argues that Cramer neither teaches nor suggests all claim limitations, particularly "...wherein the electronic controller couples electrical power from the fuel cell module adaptively to the telematic appliance, a software being run by the controller to manage the power adaptively by redistributing such power reactively or proactively according to a determined load ratio, or power usage proportion."

Particularly in response to Examiner argument that Cramer discloses Applicant's claim limitation referring to various paragraphs [0259] [0308] [0311] [0332] [0333] [0335], Applicant respectfully submits the following arguments in response to specific paragraphs in Cramer:

Re para. [0259]: Cramer's digital power manager that controls high-power switches to dynamically allocate battery or fuel-cell power only pertains to powertrain system, i.e., for powering and braking each wheel, but clearly not for providing power to any telematic appliance, as required by Applicant's claim limitation.

Re paras. [0308, 0311]: Cramer's ring-main power supply is designed to supply power to all non-traction power systems within the vehicle only in a fault-tolerant way, i.e., by using certain junction boxes to handle faults, but clearly not adaptively controlled software for

redistributing power according to a determined load ratio or power usage proportion, as required by Applicant's claim limitation.

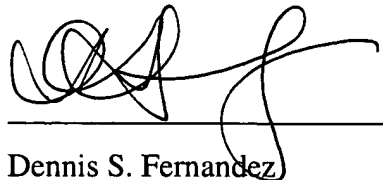
Re paras. [0332, 335]: Cramer's ring main is sized specifically to deliver power required by non-traction electrical loads only at maximum power, i.e., by ensuring power redundancy via fuse boxes so that power passes freely during operation only at maximum power, but clearly not adaptively redistributing power under software control reactively or proactively according to determined load ratio or power usage proportion, as required by Applicant's claim limitation.

Re para. [0333]: Cramer's ring-main power supply works by sensing when a fault occurs, such that the junction box sends a fault code to the vehicle central controller, which in turn warns the driver of the fault and thereby instructs the driver to safely stop the car and contact a technician, i.e., Cramer's approach essentially shuts down the car's non-traction power system when certain fault is detected, but clearly does not adaptively redistribute power reactively or proactively according to a determined load ratio or power usage proportion, as required by Applicant's claim limitation.

Thus in view of foregoing arguments, looking at the invention as a whole, in comparison to cited reference, Applicant respectfully submits that Cramer neither teaches nor suggests all essential limitations specified in the claims. It is requested accordingly that claims be reconsidered as allowable.

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Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Dennis S. Fernandez', written over a horizontal line.

Dennis S. Fernandez

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